

NOTIFICATION OF ADDENDUM

ADDENDUM NO. 1

DATED 10/14/2009

Control	0915-00-148
Project	STP 2010(170)
Highway	VA
County	BEXAR

Ladies/Gentlemen:

Attached please find an addendum on the above captioned project. Included in the attachment is an addendum notification which details the changes and the respective proposal pages which were added and/or changed.

Except for new bid insert pages, it is unnecessary to return any of the pages attached.

Bid insert pages must be returned with the bid proposal submitted to the Department, unless your firm is submitting a bid using a computer print out. The computer print out must be changed to reflect the new bid item information.

Contractors and material suppliers, etc. who have previously been furnished informational proposals are not being furnished a copy of the addendum. If you have a subcontractor on the above project, please advise them of this addendum. Acknowledgment of this addendum is not requested if your company has been issued a proposal stamped "This Proposal Issued for Informational Purposes."

You are required to acknowledge receipt of this addendum on the Addendum Acknowledgement form contained in your bid proposal by placing a mark in the box next to the respective addendum.

Failure to Acknowledge receipt of this addendum in your bid proposal will result in your bid not being read.

SUBJECT: PLANS AND PROPOSAL ADDENDUMS

PROJECT: STP 2010(170)

CONTROL: 0915-00-148

COUNTY: BEXAR

LETTING: 10/21/2009

REFERENCE NO: 0930

PROPOSAL ADDENDUMS

_ PROPOSAL COVER

_ BID INSERTS (SH. NO.:

X GENERAL NOTES (SH. NO.: SHEET H

_ SPEC LIST (SH. NO.:

_ SPECIAL PROVISIONS:

ADDED:

DELETED:

_ SPECIAL SPECIFICATIONS:

ADDED:

DELETED:

X OTHER: PLAN SHEET 5 and 5A

DESCRIPTION OF ABOVE CHANGES

(INCLUDING PLANS SHEET CHANGES)

GENERAL NOTES SHEET H - ADDED LAST PARAGRAPH UNDER ITEM 680.

PLAN SHEET 5 - ADDED LAST PARAGRAPH UNDER ITEM 680.

PLAN SHEET 5A - SHIFTED DATA DUE TO ADDITION OF LAST PARAGRAPH UNDER ITEM 680.

GENERAL NOTES

This contract is a non-site specific. Specific project locations and plan details will be incorporated into this contract by work order at a later date.

This is an annual contract with no work to begin prior to January 2, 2010 and all work to end by May 31, 2011. No work orders will be issued any later than April 15, 2011. There is no guaranteed amount of work under this contract.

The scope of this work assigned under this contract will include full and partial signal installations. This is understood to include, but is not limited to, refurbishing existing signal systems and/or roadside flashing beacons and pedestrian access routes. The work may include minimal concrete work and/or curb ramps.

The quantities included in this project proposal are only to be used in the determination of the low bidder. They are not to be used in determining the quantity of materials to be ordered for work under this contract.

Prior to beginning activities required under each work order, the contractor shall attend a “pre-work meeting” with TxDOT representatives. This meeting will be arranged by TxDOT and is intended to provide the contractor with an outline of the proposed work procedures and present plans for performing the work in a manner that will provide for the safe passage of traffic at all times.

For each individual work order issued within this project, a working day is defined by Item 8.3.A.1, “Five Day Workweek”.

The first work order that is issued under this contract shall be considered the written notice to begin work. Subsequent work orders will be issued for other work assignments that are to be accomplished during the life of the contract.

Activities required to accomplish work assigned under each work order shall commence within 14 calendar days after receipt of each individual work order and shall be completed within 30 working days, unless otherwise indicated in the work order.

Work orders will be issued at intervals of not less than 14 calendar days, unless otherwise requested in writing by the Contractor. The issuance of work orders at intervals less than 14 calendar days will not alter the number of working days for each work order. The Contractor will not be required to work on more than four (4) work orders at any time.

Time charges for each individual work order will begin 14 calendar days after the date on which each individual work order is issued and accepted. Contract time charges shall accrue through

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the contractor's successful completion of the final punch list. If the Contractor fails to complete work assigned under any given work order within 30 working days, time charges will continue to accrue for each working day thereafter to determine the number of days for which to charge liquidated damages.

For the purpose of assessing liquidated damages, the amount assessed per working day will be based on the actual amount of the overall contract; not the amount of any given work order. Liquidated damages will be assessed on a work order basis. That is to say, each work order will be treated separately and independently in the assessment of liquidated damages.

Retainage shall be held until final acceptance of the overall project, rather than upon completion and acceptance of work assigned by work order.

Because this is a non-site specific contract, the 25% variance indicated within Article 4.2., "Changes in the Work", is not applicable under this contract.

All work will be performed in accordance to the standards and specifications found in these plans or as directed by the engineer.

Call the Texas One Call System at 1-800-245-4545 to locate utilities prior to construction.

The following list of some of the telephone numbers of the utility locators for various utilities that may be encountered.

City Public Service	978-3500
Southwestern Bell Telephone	1-800-828-5127
Time Warner Cable System	352-4672
San Antonio Water System	704-7297 or 227-6143
Bexar Metropolitan Water	354-6527
Valero Gas	349-7555
AT & T	1-800-252-1133
One Call Utility Locators	1-800-545-600

In preparing holes for posts and/or foundations, the contractor shall exercise care to not rupture existing drainage structures, electrical conduits, public utilities, etc.

Any sign panels that are to be adjusted, removed and/or replaced, shall be accomplished within the same workday unless otherwise approved.

Sign types for which details are not shown in the plans shall conform to the "Texas MUTCD".

Contractor shall submit daily work reports at the end of each day's operation.

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Use materials from pre-qualified producers as indicated on material producers list maintained by the Construction Division (CST) of the Texas Department of Transportation (TxDOT).

--Item 5--

Reference all existing striping and other pavement markings to allow these markings to be re-established. Ensure the markings (lane lines, edge lines, ramp gores, etc.) are in line with signs, Traffic Management System (TMS) arrows, etc. located on overhead sign supports.

When working near aerial electrical lines or utility poles, comply with Federal, State and local regulations. For electrical lines and poles shown in the plans, if the lines need to be de-energized or if poles need to be braced, contact the electrical company. Work pertaining to de-energizing lines, bracing poles and other protective measures will not be paid by TxDOT.

Prevention of Migratory Bird Nesting

It is anticipated that migratory birds, a protected group of species, may try to nest on bridges, culverts, vegetation, or gravel substrate, at any time of the year. The preferred nesting season for migratory birds is from February 15 through October 1. When practicable, schedule construction operations outside of the preferred nesting season. Otherwise, nests containing migratory birds must be avoided and no work will be performed in the nesting areas until the young birds have fledged.

Structures

Bridge and culvert construction operations can not begin until swallow nesting prevention is implemented, until after October 1 if it is determined that swallow nesting is actively occurring, or until it is determined swallow nests have been abandoned. If the State installed nesting deterrent on the bridges and culverts, maintain the existing nesting deterrent to prevent swallow nesting until October 1 or completion of the bridge and culvert work, whichever occurs earlier. If new nests are built and occupied after the beginning of the work, do not perform work that can interfere with or discourage swallows from returning to their nests. Prevention of swallow nesting can be performed by one of the following methods:

1. By February 15 begin the removal of any existing mud nests and all other mud placed by swallows for the construction of nests on any portion of the bridge and culverts. The Engineer will inspect the bridges and culverts for nest building activity. If swallows begin nest building, scrape or wash down all nest sites. Perform these activities daily unless the Engineer determines the need to do this work more frequently. Remove nests and mud through October 1 or until bridge and culvert construction operations are completed.

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2. By February 15 place a nesting deterrent (which prevents access to the bridge and culvert by swallows) on the entire bridge (except deck and railing) and culverts.

No extension of time or compensation payment will be granted for a delay or suspension of work caused by nesting swallows. This work is subsidiary to the various bid items.

Provide a non-intrusive back-up alarm system on all heavy equipment used in close proximity to residential areas. This item is subsidiary to various bid items.

--Item 6--

Show the stockpile lot and/or sub lot numbers on all tickets for all materials.

--Item 7--

The total disturbed area within the ROW is anticipated to be less than one (1) acre. This project is classified as "surface work". As such, this project qualifies for exclusion under the Construction General Permit (CGP) issued by the Texas Commission on Environmental Quality (TCEQ) on March 5, 2008. However; should the sum of the Engineer's anticipated disturbances and the Contractor's (On ROW and off ROW) Project Specific Location's (PSL's) equal or exceed the one (1) acre threshold; both TxDOT and the Contractor would have responsibility under the CGP under non-exclusion status. Obtain approval for all non-depicted areas of disturbance that increase the initial soil and vegetation disturbed area estimates before work starts at such locations.

Notify the Engineer of the disturbed acreage within one (1) mile of the project limits. Obtain authorization form the TCEQ for Contractor PSL's for construction support activities on or off ROW.

--Item 9--

When approved, provide uniformed, off-duty law enforcement officers with marked vehicles during work that requires a lane closure. The officer in marked vehicles shall be located as approved to monitor or direct traffic during the closure. The method used to direct traffic at signalized intersections shall be as approved. Additional officers and vehicles may be provided when approved or directed.

Complete the weekly tracking form provided by the department and submit invoices that agree with the tracking form for payment at the end of each month approved services were provided.

Minimums, scheduling fees, etc. will not be paid; TxDOT will consider paying cancellation fees on a case by case basis.

--Item 416--

Concrete for drilled shafts shall be Class C.

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--Item 502--

The contractor is fully responsible for the traffic control and will be responsible for furnishing all necessary signs, cones, barricades and flagmen. Construction activities shall be conducted in a manner that minimizes interference to traffic, permitting the continuous movement of traffic in all directions at all times. The contractor shall clean up and remove all loose material that results from contract operations within the work area at the end of each work day. When placing loop detectors across the roadway, at least one lane shall remain open at all times.

Saturday, Sunday or night work may be allowed on certain high volume traffic roadways or intersections as approved by the Engineer.

Work involving lane closures on weekdays shall be conducted between the hours of 9:00 AM and 3:00 PM, unless otherwise directed by the Engineer.

Existing traffic signals shall remain in operation at all times except when necessary to be turned off for specific installation operations. Whenever it is necessary for the signals to be turned off, the contractor shall hire off duty police officers to control the traffic until the signals are back in satisfactory condition.

When advanced warning flashing arrow panels are specified, a minimum of one (1) standby unit in good condition shall be available on the job site.

The use of Truck Mounted Attenuators (TMAs) on "shadow" vehicles as described on the State Standard Sheet(s) "Traffic Control Plan" (TCP) is not optional.

Upon written notification, the time frame for correcting shortcomings specific to signs and barricades before they are considered to be non-compliant is 48 hours regardless of the day of the notification.

Interstate Highway mainlane closures may be required to install conduit under bridge decks as directed and/or approved.

--Item 506--

It is not anticipated that erosion control devices will be needed. However; in the event devices are needed, the SW3P shall consist of the control measures approved. Depending on the type and amount of work, payment will be handled with the Force Account Procedure, or by individual pay items.

--Item 531--

When used, curb ramp truncated domes (landscape brick pavers) will be terra cotta in color.

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--Item 618--

It might be necessary to saw-cut existing concrete at some locations in order to run conduit to a proposed location. As such, existing concrete shall be saw-cut, removed from the wire fabric and the wire fabric cut and bent to accommodate the conduit. After the conduit has been placed in its final position, the wire fabric shall be bent back to its original position and the trench shall be backfilled with Class "A" concrete. This work is considered subsidiary to this item.

All conduit elbows and rigid metal extensions required to be installed on PVC conduit systems will not be paid for separately, but will be considered subsidiary to various bid items.

--Item 624--

Place concrete aprons around all ground boxes installed in sodded areas. Precast aprons will not be allowed.

Legibly imprint the cover with the words "Danger High Voltage" as required by the "Electrical Details" State Standard Sheet(s). In addition, imprint "Traffic Signal", "TMS", "Illumination", or whatever other system will be housed in the ground box. The ground box locations shown on the plans are approximate and can be adjusted to better fit field conditions when approved.

--Item 625--

Provide all zinc wire strand installed within this project.

The contractor shall provide all necessary incidentals to install the strand to the signal poles as indicated on the appropriate standard sheets, and per material requirements found within this item.

--Item 627--

The contractor shall provide treated timber poles for span wire installations. The cost for guy wires and all necessary items as shown on the details within the plans shall be considered subsidiary to this item.

--Item 628--

The Contractor shall make all arrangements for electrical service, and shall comply with local standards and practices for proper installations.

--Item 656--

The contractor shall provide all materials needed for the installation of foundations under this item.

Payment for traffic signal foundations will be made according to Item 690, "Maintenance of Traffic Signals" for locations that only require the replacement of an existing foundation.

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--Item 666--

If TY II material is used (vs. an acrylic or epoxy) as the sealer for the TY I markings, place the TY II a minimum of 14 calendar days (to provide adequate curing) before placing the TY I markings.

--Item 672--

Place all adhesive material directly from the heated dispenser to the pavement. Do not use portable or non-heated containers.

The adhesive application shall be of sufficient thickness so that when the markers are pressed into the adhesive, 1/8" or more adhesive will remain under 100% of the marker. The adhesive should extend not less than 1/2" but not more than 1 1/2" beyond the perimeter of the marker.

--Item 677--

Obtain approval before using the mechanical method for the elimination of existing thermoplastic pavement markings.

--Item 680--

Work under this item shall consist of furnishing and installing all required materials and equipment necessary for the complete and operating traffic signal, overhead flashing beacon and roadside flashing beacon assemblies. Possible signal installations to be implemented under this contract are:

US 87 at Johns Rd
LP 337 at California
LP 337 at San Antonio St

Any signal equipment damaged during construction shall be replaced in it's entirety by the contractor at their expense.

For this project, the complete controller assemblies and cabinet will be provided by the Contractor. The contractor will be responsible for connecting all field wiring as approved/directed by the Engineer. The traffic signal controllers furnished by the Contractor shall be compatible with existing MARC-NX systems.

The locations shown on the plans for signal pole foundations, controller foundations, conduit and other items may be adjusted with the approval of the Engineer to better fit field conditions.

All permanent, small, traffic signal related signs shall be furnished and installed by the contractor. The contractor shall furnish Pelco parts or approved equal hardware for mounting signs. The cost of erecting these signs shall be considered subsidiary to various traffic signal bid items.

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Removal of signs and/or signs and mounts that are in conflict with the installations of the traffic control devices shall be considered subsidiary to various traffic signal bid items.

New traffic signal locations shall be in “flashing operation” a minimum 7 days prior to being fully-actuated, unless otherwise directed by the Engineer. Full actuation of the traffic signals will not be allowed on Friday, Saturday or Sunday.

Use high pressure sodium lamps from the prequalified material producers list as shown on the TxDOT website under category “Roadway Illumination and Electrical Supplies”.

Flashing Beacons (Item 685) and Ped poles (Item 687) included within the project shall feature single-pole breakaway disconnects. Use Bussman HEBW, Littlefuse LEB, Ferraz-Shawmut FEB, or equal on ungrounded conductors. For all grounded conductors use Bussman HET, Littlefuse LET, Ferraz-Shawmut FEBN, or equal. Breakaway connectors have a white colored marking and a permanently installed solid neutral.

Bond UFER ground with signal pole grounding lug using a #6 bare conductor as approved.

--Item 682--

All traffic signal sections shall be made of polycarbonate resin and shall be by the same manufacturer.

Signal faces shall remain covered until placed in operation.

All pedestrian signal faces shall be the single section LED Countdown Type. Die cast polycarbonate is acceptable in lieu of die cast aluminum. All mounting attachments shall be constructed of steel pipe and mounted as shown on the plans.

Mast arm pole assemblies proposed under this contract shall use cable mounting bracket assembly Option "C" as shown on the State Standard Sheet(s) "Single Mast Arm Assemblies". Brackets shall be installed per manufacturer's recommendations.

Signal heads shall be level and plumb.

--Item 684--

Each cable terminating in the controller cabinet shall include an extra 10 ft of length. All cables shall be continuous (without splices) from terminal point to terminal point or as directed/approved by the engineer. All proposed signal cable shall be #12 AWG. stranded copper. The number of conductors required shall be as shown on the plans.

The following table indicates how traffic signal cable shall be connected to the signal sections:

SIGNAL SECTIONS / PEDESTRIAN SIGNALS

<u>CONDUCTOR NO.</u>	<u>COLOR</u>	<u>TERMINAL CONNECTION</u>
1	BLACK	YELLOW BALL
2	WHITE	NEUTRAL / NEUTRAL
3	RED	RED BALL / DON'T WALK
4	GREEN	GREEN BALL / WALK
5	ORANGE	YELLOW ARROW
6	BLUE	GREEN ARROW
7	WHITE/BLACK TRACER	SPARE

--Item 688 & 684--

The pedestrian push button shall be raised or flush and be a minimum of 2 inches in the smallest dimension. The force required to activate the control shall be no greater than 5 LB/f.

The pedestrian push button shall be wired with a 2/C#14 loop detector cable in lieu of a #12 A.W.G. XHHW wire.

--Item 6007--

The contractor and the engineer shall inventory all signal equipment before removal.

All salvageable equipment shall be delivered to TxDOT's San Antonio District, Signal Shop, located at 4615 NW Loop 410 (corner of IH 410 and Callaghan Road) in San Antonio, Texas or to the Area Office as directed. The contractor shall be responsible for disposing of all other items deemed unsalvageable.

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